



WAPA/WSDOT JOINT TASK FORCE MEETING
Meeting minutes
February 27, 2003



The meeting was held in Seattle and hosted by the WSDOT Northwest Region. Jim Spaid of the WSDOT Headquarters Construction Office and David Spivey of WAPA co-chaired the meeting.

Introduction

See the List of Attendees following these minutes.

Paving Quantity Projections Update

Kevin Dayton provided an update on the quantity of ACP that has been awarded compared to the projection provided at the annual meeting in November. Currently the number of tons awarded is lagging behind the projection. No reduction is anticipated in the amount of paving to be done this year, and at this time the final number of tons awarded is expected to be close to what was projected in November of last year.

Systematic Density Testing

Tom Baker stated that systematic densities were measured on 10 projects and no penalties were assessed. Three Regions (Eastern, Olympic and SW) said they would have projects in 2003 with the systematic special provision. A discussion of the further development of this specification and Industry involvement in the development of it followed Tom's remarks. The ENDD team (eliminating negative density differentials) was the team composed of WAPA and WSDOT members that discussed the specifications that would be used for the upcoming paving season. There was concern expressed that the minimum density requirement would increase for upcoming projects. Members of the ENDD team were not clear that this change would be made. David Spivey noted that Industry was establishing a technical committee to be able to respond and provide input to the various task groups. Tom Baker will schedule another meeting of the ENDD team as soon as possible.

Longitudinal Joint Density

Kim Willoughby handed out a "TECH NOTE" on longitudinal joint construction techniques. She also stated that we have low densities on some of our projects near the longitudinal joint, which lead to early failures at the joints. The Tech Note summarizes research done by NCAT and Pennsylvania DOT, and listed several methods of joint construction and compared the performance of each. Rolling from the hot side 6 inches away did well on the six-year evaluation, and appeared that it could be easily adopted as a standard construction practice. Jerry Walter requested that industry adopt this method of construction to improve joint quality. It was agreed that the WAPA and WSDOT would share the information with folks in the field. This can also be presented at the Joint Training session held in January 2004.

Tack Coat Task Group

Linda Pierce will be taking the lead on a task group reviewing tack coat. This group will review the following: how we accept tack; break and cure of tack; and application rate.

Gravel Source SE Concerns

Dave Gent noted that some pits and quarries that met the old dry method SE specification do not now meet the wet method specification. He requested the sand equivalent specification task group be reopened for possible changes. Tom Baker will check back to determine the members of the task group and schedule a meeting to address the concerns. WSDOT had not been aware of SE problems that impacted the paving industry since the changes were made a couple of years ago.

Fuel & Oil Cost

Kevin Dayton has been asked through a number of surveys how the recent escalation in oil prices has influenced the cost of hot mix pavement. It was theorized that increased prices for liquid asphalt, diesel, propane and natural gas have added \$4 to \$5 per ton to the bid amount. There are no more year long “lock-ins” for the price of asphalt.

Kevin asked if we should be considering a fuel price adjustment clause as a result of escalating prices. David Spivey responded that WAPA does not support a price adjustment clause.

Superpave Volumetrics for 2003

Tom Baker reported that originally WSDOT’s goal was for all Superpave projects to use volumetric acceptance in 2003. This will not happen in 2003 although there will be more volumetric projects this year than in previous years. It was discussed how the local agencies will be impacted as WSDOT proceeds towards Superpave. WSDOT will need to work with them to help transition. There may be a need to have specifications for dense graded ACP available for the local agencies for a while.

Bill Hammett presented the concept of using a trailing five average of Gmb and Gmm for calculating air voids (Va). Due to variations that may be inherent in the test procedure for Gmb and Gmm, contractors may be unfairly penalized for variations in Va. Averaging the Gmb and Gmm would flatten out the variability and result in a higher pay factor. This topic will be considered in more depth in the Superpave Implementation task group. The next Superpave Implementation task group meeting is scheduled for April 3, 2003.

Standard Specification 5-04 rewrite

Dave Erickson explained that he is working on updating Section 5-04 of the Standard Specifications. A task group of WAPA and WSDOT personnel will be assembled to review and rewrite this section for the 2004 Standard Specifications. Dave has asked for contacts from each WSDOT region, the Materials Lab and asked for 6 to 7 names from WAPA.

Lump Sum Traffic Control

Bill Hammett asked about new specifications for Traffic Control paid on a Lump Sum basis. On selected projects this year WSDOT will be using a new specification for Traffic Control where the item is paid lump sum. The specification was developed by the AGC Admin team. WAPA expressed concerns on the type of projects this specification would be used on and that they did not have any input during the development. It was noted that there is a WAPA member on the AGC Admin team, and Admin Team minutes are shared with the AGC Roadway team. Kevin Dayton will get copies of the Admin team minutes to David Spivey for review. WAPA has some concerns that traffic control items are often subcontracted to DBE firms and it may be difficult to get lump sum bids from those small firms.

PG Oil Binder Selection

Linda Pierce handed out a proposal for changes to PG base grades. PG 58-22 would be the base grade in Western Washington, PG 64-28 would be the base grade in Eastern Washington, and PG 58-34 would be the base grade in mountainous areas. Asphalt binder suppliers have given their support to this proposal. These base grades will be used in the design of future projects.

Joint Training Recap

Bob Glenn said the summary books from the joint training should be ready soon. It was noted that the joint training would be a good forum for items such as proper longitudinal joint construction. It was asked if maybe the training should include local agencies or consultants and decided that there are other opportunities for them. WAPA is working toward reaching out to local agencies and consultants through workshops with presenters from the industry, WSDOT, and the state universities

Next Meeting Date

The next joint task force meeting will be held on May 15, 2003 and will be held in Spokane. The mid year meeting is scheduled for June 5th at the Skamania Lodge and the annual meeting will be on November 21st at the Sheraton in Seattle. Information on these meetings will be sent out as it becomes available.

LIST OF ATTENDEES

| Name | Company | Phone |
|-------------------|-----------------------------|----------------|
| Tom Baker | WSDOT – HQ Materials Lab. | (360) 709-5401 |
| David Bell | Lakeside Industries | (425)-313-2687 |
| Kirk Berg | WSDOT – NC Region | (509) 667-3030 |
| Lee Bernardi | Inland Asphalt Co. | (509) 536-2631 |
| Kevin Dayton | WSDOT – HQ Construction | (360) 705-7821 |
| Bill Dempsey | Lakeside Industries | (425) 313-2686 |
| John Duval | Asphalt Institute | (503) 234-3935 |
| Dave Erickson | WSDOT – HQ Construction | (360) 705-7829 |
| Doug Ficco | WSDOT Southwest Region | (360) 905-2023 |
| David Gent | ICON / WAPA | (206)-575-3200 |
| Bob Glenn | Lakeside Industries | (360) 533-0610 |
| Bill Hammett | Superior Paving Co. | (509) 248-6823 |
| Graham Hardwick | Rinker Materials | (425) 348-6325 |
| Mel Hitzke | WSDOT – Olympic Region | (360) 704-3213 |
| Keith Howard | Wilder Construction Company | (360) 676-2450 |
| Garry Kneeder | Degerstrom Corporation | (509) 928-3333 |
| Cathy Nicholas | FHWA | (360) 753-9412 |
| Phil Nickson | WSDOT – SC Region | (509) 577-1804 |
| Linda Pierce | WSDOT – HQ Materials Lab. | (360) 709-5470 |
| Ralph Robertson | WSDOT – Eastern Region | (509) 324-6021 |
| John Schoenfelder | US Oil & Refining | (253) 680-3234 |
| Tim Shearer | Woodworth & Company | (253) 307-4944 |
| Kurt Siegfried | Rinker Materials | (425) 513-6654 |
| Gordy Sievers | Watson Asphalt | (425) 868-4377 |
| Tim Smith | WSDOT – NW Region | (206) 440-4676 |
| Jim Spaid | WSDOT – HQ Construction | (360) 705-7824 |
| David Spivey | WAPA | (425) 388-1844 |
| Steve VanDeBogert | Koch Materials | (509) 487-4560 |
| Jerry Walter | WSDOT – Olympic Region | (360) 357-2607 |
| Jim Walter | WSDOT – HQ Materials Lab. | (360) 709-5410 |
| Bill Whitfield | Icon Materials | (253) 839-2101 |
| Kim Willoughby | WSDOT – HQ Materials Lab. | (360) 709-5474 |